

# PEARL HARBOR



## Japanese attack on Hawaii

**Cpl. Roman Yurek**  
*Lifestyles Editor*

It's been 60 years to the day, since America was catapulted into World War II.

On this day, Japan launched a surprise attack on the U.S. military bases of Hawaii.

Sunday morning Dec. 7, 1941, was the day that military personnel and their families woke not to the sound of lawnmowers, but machine guns and bombs.

Two waves of Japanese planes swooped down on the bases destroying hundreds of planes, disabling 18 warships and killing 2,403 people, including 18 civilians.

This day is remembered annually on Oahu, as people from around the world gather at many of the monuments dedicated to those who lost their lives.

The Japanese planned well for the attack. They rehearsed where torpedos would drop and where they would hit.

Their approach, though a surprise, was not un-noticed

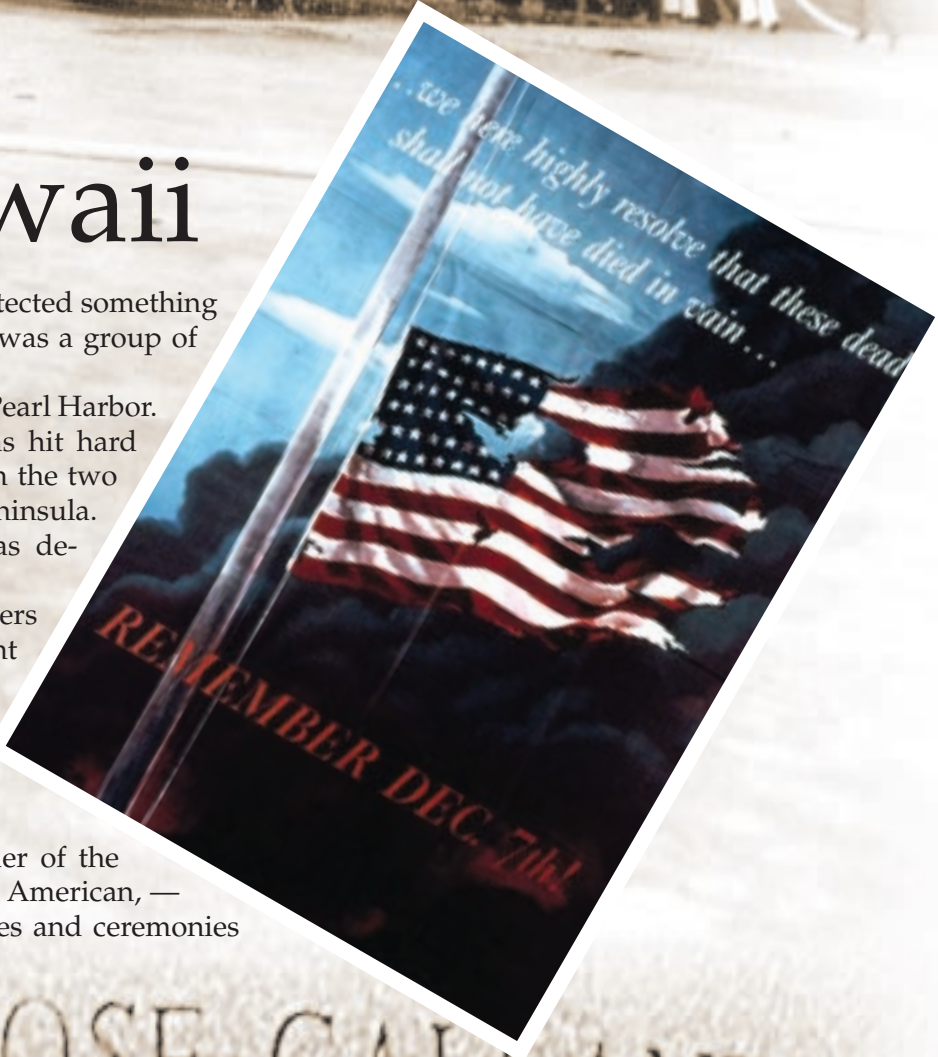
by America. Several radar stations detected something on their scopes but were told that it was a group of B-17s coming in from California.

There was more to the attack than Pearl Harbor. Naval Air Station, Kaneohe Bay, was hit hard and lost 18 Sailors and one civilian in the two waves of the attack on Mokapu Peninsula. Nearly every plane on the base was destroyed.

Many men stood up to the attackers and became heroes due to their valiant attempts to shoot down the aircraft.

Now the war is over. The scars still remain. Holes still exist in Hangar 101 from machinegun and 20mm cannon rounds.

These scars are a constant reminder of the tragedy that struck the heart of every American, — remembered today at the various sites and ceremonies on Oahu.



IN MEMORY OF THOSE GALLANT SHIPMATES WHO DEFENDED WITH THEIR LIVES THIS U.S. NAVAL AIR STATION, KANEOHE BAY, OAHU, T. H. AGAINST ENEMY ATTACK ON 7 DECEMBER 1941.

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Read about how Japan's planning paid off in the attack against U.S. military bases on Oahu 60 years ago.

The attack on Oahu was well planned, but not undetected. Read here about some of the early indications of the attack.

Take a tour around the base to see some of the landmarks and scars left by Japan's attack on NAS Kaneohe Bay.

Find a list of books and videos about Dec. 7, 1941, from details of the attack itself to eyewitness accounts.

Questions still exist about the 1941 attack on Oahu, but here are some facts to clear up a few of the myths.





Official U.S. Navy Photograph, now in the collections of the National Archives

Japanese naval aircraft prepare to take off from an aircraft carrier (reportedly Shokaku) to attack Pearl Harbor during the morning of Dec. 7, 1941. Plane in the foreground is a “Zero” Fighter. This is probably the launch of the second attack wave. The original photograph was captured on Attu in 1943.



Official U.S. Navy Photograph, now in the collections of the National Archives

The Commanding Officer of the Japanese aircraft carrier Shokaku watches as planes take off to attack Pearl Harbor, during the morning of Dec. 7, 1941. The Kanji inscription at left is an exhortation to pilots to do their duty.

# Japanese Imperialists plan a surprise attack on Oahu

**Sgt. Robert Carlson**  
*Press Chief*

“If the enemy leaves a door open, you must rush in,” wrote Sun Tzu in The Art Of War. “All warfare is based on deception.” In the spring of 1941, the Empire of Japan and the Union of Soviet Socialist Republics signed a mutual non-aggression treaty and agreed to honor the territory of each country.

When Germany invaded the USSR on June 22 that same year, Japan changed its policy and considered attacking as well.

Although an attack was never carried out, Japan planned to push further north from China if Germany was successful.

The Germans were not successful in their attempt to invade Russia, so Japan adopted a “Strike South” policy and attempted to strengthen its empire by invading countries in Southwest Asia and around the Pacific.

Commander in Chief of the Japanese Combined Fleet, Admiral Isoroku Yamamoto, had served as a naval attache in Washington, and had studied English at Harvard. His travels and education in America had convinced him that Japan did

not have the resources to engage the U.S. in any extended conflict. He told the Prime Minister that he would put up a good fight for the first six months, if he was ordered to go to war against America, but that he had no confidence about his navy’s ability to fight for an extended period with such a powerful military.

Japan’s “Strike South” policy required that the sea lanes and supply routes remain open between the islands of the Pacific and the mainland. Yamamoto knew that the only way to successfully extend the Japanese Empire south was to strike a disabling blow to the U.S. Pacific Fleet in Hawaii.

The attack on Pearl Harbor was so well planned and executed by the Japanese navy that many historians find it hard to believe that any event could be so well rehearsed while remaining a secret.

Vice Adm. Shigeru Fukudome, who served as Yamamoto’s chief of staff until 1940, said he remembers Yamamoto mentioning an attack plan in April of 1940.

It wasn’t until January of 1941 when Yamamoto finally drew up detailed attack plans. It was-

n’t until October when he would finally convince the navy general staff that the plan was necessary and feasible.

Once approved by the general staff, the plan only needed to obtain the emperor’s blessing.

In order to attack a target so far from the ports of Japan, the navy needed to overcome three major obstacles. First, the ships’ crews had no experience refueling on the high seas. Second, their dive bomber pilots were not very accurate when attacking ships at anchor. Finally, air-launched torpedoes were not suitable for the shallow waters of Pearl Harbor.

Through experimentation and innovation, the Japanese were able to overcome each of the obstacles and were ready to conduct full-scale rehearsals.

The Japanese navy conducted dress rehearsals for months and were able to increase their fighter pilot accuracy to better than 70 percent. They also were able to make the journey to Hawaii with their newfound procedures for refueling on the open seas. Their torpedo accuracy increased to more than 80 percent.

Just before 8 a.m. on Sunday, Dec. 7, all rehearsals and preparations came to a head, and the

attack got underway. The aircraft carriers Enterprise (returning from Wake Island), Lexington (returning from Midway), and Saratoga (in San Diego) were not in the harbor at the time of the attack. Had they been there, the attack would have accomplished the Japanese mission of completely disabling the U.S. Pacific Fleet.

The final death toll was 2,403, including 68 civilians. Eighteen operational warships were lost, and 84 Navy and 78 Army aircraft were destroyed. Only 34 of the 400 Sailors and Marines trapped in the USS Arizona were rescued.

Later that day, American military intelligence officials received news that Guam had been raided, Wake Island had been bombed, the U.S. gunboat Wake had been captured in Shanghai, and Hong Kong had been attacked.

Later in the day, news came that Japanese planes from what is today Taiwan, attacked and destroyed most of 207 aircraft in the

Republic of the Phillipines.

With the successful attack on Pearl Harbor, and the simultaneous raids at other key locations around the Pacific, Japan had thrust America into the war in the Pacific.

The U.S., with its crippled fleet and depleted air assets, entered the war with a severe handicap.

*(Press Chief’s Note: More information about the Japanese attack can be found at the Arizona Memorial. In addition, Hawaii Pacific University offers a class titled “War in the Pacific,” which covers all aspects of the attack. Retired Marine Brig. Gen. Jerome T. Hagen teaches the course. In addition to his vast knowledge of the events surrounding the attack, he introduces survivors of the attack who give first hand accounts and answer questions.)*



Official U.S. Navy Photograph, now in the collections of the National Archives

A Japanese Navy “Zero” fighter (tail code A1-108) takes off from the aircraft carrier Akagi, on its way to attack Pearl Harbor, morning Dec. 7, 1941



Official U.S. Navy Photograph, now in the collections of the National Archives

Recovered from a Japanese Navy aircraft downed during the attack on Pearl Harbor, Dec. 7, 1941. The chart identifies ship mooring locations and is entitled (at upper left): “Report on positions of enemy fleet at anchorage A”. Code at left represents ship types (Letter figures are written in katakana: “A” - battleship; “I” - aircraft carrier; “E” - cruiser; “U” - special service ship; “O” - light cruiser. Mooring locations are coded with paired katakana figures or with katakana plus an arabic numeral, but do not specifically identify the ship types moored there.

Japanese model of Pearl Harbor, showing ships located as they were during the Dec. 7, 1941, attack. This model was constructed after the attack for use in making a motion picture. The original photograph was brought back to the U.S. from Japan at the end of World War II by Rear Admiral John Shafer.



From the collection of Fleet Admiral Chester W. Nimitz, U.S. Naval Historical Center Photograph

## 60th Anniversary Exhibit at Fort DeRussy

**Press Release**  
U.S. Army Museum of Hawaii at Fort DeRussy

The US Army Museum of Hawaii, in conjunction with the USS Arizona Memorial, National Park Service, proudly presents “Operation Hawaii” in the museum’s Changing Gallery.

Operation Hawaii was the code name for the Japanese plan to attack Pearl Harbor on Dec. 8, 1941 (Japan time).

The exhibit is a behind-the-scenes look at how the Japanese Imperial Navy planned and executed the devastating surprise attack on Army, Navy, and Marine facilities on the island of Oahu, Dec. 7, 1941.

The exhibit also features artifacts from the museum’s collection that support the story and have not been previously shown to the public.

The new exhibit is open to the public during normal museum operating hours: 10 a.m. to 4:25 p.m., Tuesday through Sunday. For more information, call 808-438-2821.



# Sailor defends base, earns Medal of Honor

Finn painting to be hung in Commander Patrol and Reconnaissance Forces, U.S. Pacific Fleet, headquarters



Artist Jim Laurier, courtesy of The Kaneohe Klippers

A painting depicting John Finn defending NAS Kaneohe on Dec. 7, 1941, entitled "The Warriors of Kaneohe."

## Lance Cpl. Jason Miller Combat Correspondent

Out of the smoke, destruction and pain caused by the attacks on Hawaii, Dec. 7, 1941, came heroes that risked and, in some cases, gave their lives in defense of their country.

One hero, who valiantly risked his life to defend Naval Air Station Kaneohe was Navy Chief Ordnanceman John Finn.

Finn served as the aviation ordnance chief for the PBY squadrons at the station. The morning of Dec. 7, Finn was lying in bed when he was startled by the sound of gunfire. As he dashed to the hangar where he worked, he observed that non-American planes were attacking the base.

He mounted a .50 caliber machine gun, used for training, and set up a defense position to begin firing at the Japanese planes that were destroying the base.

Finn firing may well have helped bring down the only Japanese plane

to crash on land during the attack — the plane of Japanese pilot Lt. Fusata Iida, near the base of Puu Hawaii Loa.

During the intense fighting that took place during the attack, Finn was wounded by shrapnel several times. He was instructed to report to sick bay to be treated for his injuries, which he did, but he did not stay long.

During the period after the attacks, Finn supervised the repair of many of the damaged weapons used in the battle.

For his superior bravery and meritorious actions, John Finn was awarded the Medal of Honor by the President of the United States.

In June of 1999, the John W. Finn Building, aboard MCB Hawaii, was dedicated in his name to honor him always as a hero. Next week, Artist Jim Laurier's painting depicting the events Finn lived will be hung in the building, which is the headquarters for Commander, Patrol and Reconnaissance Forces, U.S. Pacific Fleet.

## The attack on Dec. 7, 1941: A case study

### Aiko Brum Managing Editor

By all accounts, the Sunday morning of Dec. 7, 1941, prior to about 6:49 a.m., began as many others in the islands—calm, peaceful and pleasant.

Three squadrons were assigned to what was then Naval Air Station Kaneohe: Patrol Squadrons 11, 12 and 14. Each had 12 PBY Catalina seaplanes, long range reconnaissance flying boats. Their mission was to patrol the Pacific's waters surrounding Hawaii.

Yet, economic tensions had been growing between the U.S. and Japan, following Japan's invasion of China in 1937. President Franklin D. Roosevelt's administration viewed Nazi Germany as a grave threat in 1939. But, the American people did not want to be involved in a foreign war.

Theories and speculation circulate as to what went wrong and why there was such tremendous loss of life on "the date that will live in infamy."

Primary among these reasons are the failings of the Pearl Harbor commanders and the conspiracy theory.

Many believe that Rear Adm. Husband E. Kimmel and Maj. Gen. Walter C. Short failed miserably in responding to available intelligence reports.

They had received several warnings that war was possible, in particular, a Nov. 27, 1941, message called the "War Warning." They knew that a mini-submarine had also been reported sunk trying to enter Pearl Harbor, about an hour prior to the air attack on Oahu.

Others believe that Roosevelt, together with his inner circle of strategists, was aware of the impending attack and allowed specific events to transpire, ensuring America would enter the war in Europe. They believe the president and his top advisors intentionally withheld vital and timely information from the Oahu commanders. Such information would have caused them to place their commands at the highest state of alert. Lending credence to this belief, the administration had issued to Japan what was as an ultimatum on Nov. 26.

According to military records, U.S. Army and Navy commanders feared internal sabotage. At Kaneohe, airfield commanders received orders to park their aircraft wing tip to wing tip for better security.



Official U.S.M.C. Photo

Above — An airplane hangar at NAS Kaneohe Bay is shown burning following the Dec. 7, 1941, Japanese air attack on the U.S. Naval Air Station, Kaneohe Bay, Oahu, Territory of Hawaii. Below — Personnel try to extinguish fires on a burning Navy airplane on Dec. 7, 1941.



The commanders had received orders "not to alarm civilians ... or to reveal ... intent. Short notified Washington of his plan to protect his forces only against sabotage," according to David C. Richardson in *American Heritage*. However, Richardson argues, Short would have readied "his pursuit air-

craft, to plan for and execute a flyaway of all other aircraft. And, indeed, Kimmel might have sorted [the fleet]," had information been forthcoming. Richardson also reminds us that, operationally, Japan had the advantage. U.S. forces had been deployed to Wake, Midway and Johnson Islands, as

well as to the Atlantic to support Britain.

Morton A. Kaplan, publisher of *The World & I*, also believes the administration was "the mastermind of this plot," as well as Robert B. Stinnett, author of *Day of Deceit: The Truth About FDR and Pearl Harbor*. Kaplan cites that cryptologists had bro-

ken the Japanese code; most of the revealing deciphering was not sent to Kimmel and Short. Yet, he suggests that Roosevelt acted for the greater good, "doing what his office demanded: protecting American institutions and values" against fascism.

The attack on Pearl Harbor is often used by academia as a case study in subjects from politics to economics to communication. For example in a communication text, author Dr. William V. Haney asks students to analyze Hugh Russell Fraser's *American Mercury* published in August 1957. Fraser explores more than "some radar warning." He recalls Oahu's uninstalled, permanent radar equipment; a negligent colonel who commanded the Corps of Engineers; a late duty shift relief; and a lone private, manning what was then Fort Shafter's Army Information Center. The sole officer on duty, Lt. Kermit Tyler, read a book in another room.

Regarding the 56-minute early radar warning, Tyler would tell the private, "It's all right, never mind," when he was alerted of the hundreds of blips appearing on radar north of Pearl Harbor.

Tyler believed the blips to be a flight of B-17s due in from the mainland.

So what can we can be sure of?

At Naval Air Station Kaneohe, totally surprised personnel raced to return fire from enemy machineguns during two waves of attacks.

"Sunday morning was shattered by the roar of aircraft and exploding bombs," recalled Marine Tech. Sgt. Frank Fiddler in "A Study of the Land" in 1956.

"At Kaneohe, an echelon of 12 Japanese planes swooped in from seaward between 7:45 and 7:50 a.m.," Fiddler remembered it. "Officials were quoted as saying they were unable to get a single plane off the ground to meet them because of the sudden attack.

"The first raiders flew so low, they had to zoom upward to strafe Kansas Tower, where one man was injured and later died," Fiddler continued.

Now 60 years removed from these incidents, determining whether inadequate information, miscalculations or miscommunication caused the change of events is left to a new generation of Americans to explore and ponder.





Official U.S.M.C. Photo

**President Dwight D. Eisenhower deplanes the senior presidential helicopter during a visit to Kaneohe Marine Corps Air Station in June, 1960. Then Lt. Col. Victor A. Armstrong looks on from the CH-34 helicopter cockpit.**



Official U.S.M.C. Photo

**The marker at Hole 4 of the Klipper Golf Course.**

LANDMARKS

**Aiko Brum**  
*Managing Editor*

Newcomers and old-timers alike are invited on an odyssey in search of the rich and abundant, historical landmarks aboard the 2,951 acres of Mokapu Peninsula. Now home to MCB Hawaii, and translated “sacred lands,” Mokapu Peninsula boasts many relics and outposts once alive with the grim realities of wartime America, circa 1940s and beyond — many quite sobering.

The journey begins at the front gate. Erected there is the December 7 Monument, which reads: “In memory of those galant Americans who defended this air station against enemy attack Dec. 7, 1941.”

Travelling to Middaugh St., you will come to Fort Hase Beach and the Range Training Facility. Fort Hase, born in July 1918 by decree of President Woodrow Wilson, was first known as Kuwaaaohe Military Reservation, then as Camp Ulupau, then renamed Fort Hase. This beach area was initially an Army artillery post, headquarters to the Windward Oahu Coastal Artillery Defense.

Further down Middaugh St., now off limits to the public, rests



Official U.S.M.C. Photo

**An aerial view of the construction of Kansas Tower.**

Battery Pennsylvania, hidden in the steep ridges of Ulupau Crater, just beyond the rifle range. Battery Penn. was erected in these cliffs as perimeter defense between April 1943 and August 1945. Most prominent amongst Mokapu’s coastal armament defenses, its artillery unit would receive recognition for sinking a submarine offshore in 1942. The battery itself would be outfitted with the steel turret containing three 14-inch guns salvaged from the USS Arizona.

“The battery was fully air conditioned, had aid stations, a mess hall, stores, and the tunnels were large enough to drive trucks through,” recalled retired Army Maj.

Charles Wilson Tucker in June 1992.

Backtracking to Manning St., you may

have seen the marker from streetside announcing the Mokapu Burial Dunes. Following the attacks on the naval air station, the 18 Sailors, one civilian and one Japanese pilot killed during the war were initially buried in the ancient burial grounds of Heleloa — the sand dunes on the North Shore of Mokapu Peninsula.

Hole 4 of the Klipper Golf Course contains the marker rededicated to President Dwight D. Eisenhower, “soldier-statesman,” Oct. 14, 1990.

A residence on Nimitz Road, a private road in the officers’ family housing area relishes a bit of nostalgia. The residence is known as the Eisenhower House, recalling when “Ike” visited what was then Marine Corps Air Station Kaneohe Bay and stayed in the quarters June 22-25, 1960.

According to historical records, Eisenhower’s staff resided at the Bachelor Officers Quarters. The press corps set up operations in the Officers Club and the secret service occupied a n d m a n n e d s p e c i a l c o m m u n i c a t i o n s e q u i p m e n t i n t h e g a r a g e o f E i s e n h o w e r H o u s e .

Straight up from Reeves Rd. looms Puu Hawaii Loa, the present site of “Kansas Tower,” or “KT,” which originally served as a control tower. Inspired by Cmdr. Harold M. Martin, Kaneohe Naval Air Station’s first

commanding officer in November 1940, aircraft controllers used the complex to see the entire coast of windward Oahu.

Puu Hawaii Loa was known by many names, including Baker and K-Tower, a code name used in communications and radio contact with aircraft, according to military documents.

At the base of Puu Hawaii Loa, travelling southwest on Reed Rd. lies the aircraft impact site of the highest ranking Japanese officer to be shot down during the attack on NAS Kaneohe Bay, Dec. 7, 1941 — Lt. Fusata Iida, a pilot and commander of Japan’s Third Air Control Group.

Travelling to First St., Hangar 101 is the first in a row of five, situated adjacent to Kaneohe Bay. The hangar was one of two bombed during World War II. It blazed afire most of that day when Japanese pilots used glide-bombing techniques, flying at a low altitude of 500 feet, according to Marine Tech. Sgt. Frank Fiddler, in “A Study of the Land.” The long-since repaired steel hangar sits on a concrete base that doubled as a parking lot for PBY Catalina seaplanes —

*See LANDMARKS, B-9*

# Fusata Iida: WWII’s first ‘Kamikaza’ pilot



**Sgt. Alexis R. Mulero**  
*Combat Correspondent*

Ten months after being commissioned, U.S. Naval Air Station, Kaneohe Bay, was one of the first locations on Oahu to be attacked by Japanese forces on Dec. 7, 1941. Minutes prior to its attack on Pearl Harbor, the Imperial Japanese Navy bombed NAS Kaneohe Bay.

The attack on Kaneohe was designed to disable the military’s long-range reconnaissance capabilities by knocking out the PBY Catalina seaplanes stationed here.

There were three squadrons of PBY airplanes: VP-11, VP-12 and VP-14. Of the 36 PBY Catalinas here, including four moored in Kaneohe Bay, 27 were destroyed and six others were damaged. Only the three Catalinas that were out on patrol escaped attack that fateful morning. Departing Japanese Zero aircraft attacked

those three. One returned with 81 bullet holes in it.

The Kaneohe Klipper Monument, located by the base flagpole, is dedicated to the 18 Sailors and one civilian contractor killed Dec. 7, 1941, at NAS Kaneohe Bay.

Also included in the casualties was the attack force’s highest ranking officer, Lieutenant Fusata Iida, commander of the Japanese 3rd Air Group.

As the Japanese aircraft were marshaling to return to their aircraft carrier, 28-year old Iida signaled to his wingman that he had sustained machine gun damage to his wing fuel tanks and was unable to return to the carrier.

His intentions were to make a kamikaze run on a significant target, perhaps Hangar 101, the base’s primary hangar facility in 1941.

Some historians say the Japanese believed that fuel was

stored inside Puu Hawaii Loa.

Ground fire ripped into Iida’s plane, causing it to crash into the hillside.

Iida was buried at the Heleloa burial area, near the mass burial site of the 18 Sailors. A funeral service was held in Kailua for the one civilian killed in the attack. The remains of each were later disinterred and returned to their respective homes in the U.S. and Japan.

The Iida marker may be the only marker on a U.S. military installation dedicated to an enemy soldier. (The Iida marker is located along Reed Road, across the street from the Armed Services YMCA.)

Each year on Dec. 7, representatives of several Japanese religious organizations, gather here to remember Iida with a solemn ceremonies and to honor the 19 who died here, defending NAS Kaneohe Bay.



# NAS K-Bay’s unforgettable warriors

■ They battled during the attack, helping to fight off the Japanese

**John Sid Kennedy**  
*Kaneohe Klippers Association*

When the media and World War II historians speak of the Japanese attack on Oahu on Dec. 7, 1941, no mention is made of the attack on Naval Air Station Kaneohe Bay. Hopefully, these shortcomings can be corrected by my recently published book, “The Forgotten Warriors of Kaneohe.”

Naval Air Station Kaneohe Bay was the brainchild of Cmdr. Harold M. Martin who envisioned the base as a training headquarters for the then PBY type patrol aircraft. Martin commissioned the base on Feb. 15, 1941.

Soon after, Patrol Squadrons 11, 12 and 14 had received 36 new PBY-5 type aircraft. The Patrol Air Wing control center was formed to oversee the training and support of these three squadrons.

On Nov. 29, 1941, base personnel held their monthly inspection and review on the parade ground in front of the barracks. Martin called all hands around the reviewing stand and made this statement: “We are as close to going to war as we will ever be.”

December 7th, eight days later, was the day.

Reveille sounded early on the morning of Dec. 7, 1941, for the three flight crews of VP-14.

At 6:50 a.m., Ensign William “Tiger” Tanner’s co-pilot Ensign Clark sighted the periscope of a submarine just off the channel that led into Pearl Harbor.

The USS Ward was close by.

Ensign Tanner dropped two float lights to retain contact. He circled the submarine and dropped two depth charges in front of the sub. As the sub submerged to port, he dropped one more depth charge.

He notified Combat Wing at 7 a.m., which asked for verification after about 15 minutes. Ensign Tanner became the senior Navy airman in the air over Pearl Harbor for several hours.

At 7:52 a.m., at NAS Kaneohe, the first Zero fighters appeared strafing four standby, ready planes on the bay — setting them on fire, then flying up and down, strafing the rows of parked PBY-5s, setting most of them on fire.

Manpower loss on the base was lessened by the fact that all but one of the crew on each plane on the bay was at chow.

Chaos reigned during the fighter attack, as efforts mounted to try and save some of the planes that hadn’t been damaged. Three planes prepared to enter the water 45 minutes later, as nine enemy bombers flew over, followed by another section of Zeros.

Attempts were made to set up a defense and fire machineguns, rifles, pistols — even potatoes if you had one handy. The station armory was locked, and the door had to be broken open to retrieve any arms at all.

A few machineguns were salvaged from the burning PBYs and set up in hastily-dug pits or on a pipe driven into the earth.

Lieutenant John Finn, ordnance chief of VP-14, could not fathom anyone attacking his base. He inspired many of us with his courage under fire.

He used one of his training gun mounts, set it up out in the open on the apron adjacent to his shop, mounted a salvaged



Official U.S.M.C. Photos

**Above and below — American sailors killed during the Dec. 7, 1941, Japanese air attack on NAS Kaneohe Bay, Territory of Hawaii, are buried on base with military honors, the following day.**



.50 caliber machine, and with AOM2C Robert Peterson, VP-14, feeding him ammunition, fired at every Japanese plane that came close. Although wounded numerous times, Finn

continued firing until ordered by an officer to report to the sickbay for the treatment of his wounds.

Finn didn’t stay long. He was back on the seaplane ramp in

short order with his gunnery crew.


Finn received the Medal of Honor from Admiral Chester

*See WARRIORS, B-9*

# BestPics: Books and movies about the attack on Dec. 7, 1941

Books


- *At Dawn We Slept: The Untold Story of Pearl Harbor*  
Authors: Gordon William Prange and Donald M. Goldstein
- *Battleship Arizona: An Illustrated History*  
Author: Paul Stillwell



- *Battleship Missouri: An Illustrated History*  
Author: Paul Stillwell and Allan B. Chesley

- *Bombing of Pearl Harbor*  
Author: Earle Rice
- *Boy at War: Novel of Pearl Harbor*  
Author: Harry Mazer
- *Day of Deceit: The truth about FDR and Pearl Harbor*  
Author: Robert B. Stinnett
- *Day of Infamy: Classic Account of Bombing of Pearl Harbor*  
Author: Walter Lord
- *December 7, 1941: The Day the Japs Attacked Pearl Harbor*  
Authors: Gordon William Prange and Donald M. Goldstein
- *Graveyard of the Pacific: From Pearl Harbor to Bikini Islands*  
Authors: Robert D. Ballard and Michael Hamilton Morgan
- *Long Days Journey into War: Pearl Harbor and World at War December 7, 1941*  
Author: Stanley Weintraub
- *On a Blood Stained Sea*  
Author: Daniel L. Houston

- *Pearl Harbor*  
Author: Randall Wallace
- *Pearl Harbor: America’s Darkest Day*  
Authors: Susan Wels and Sir John Keegan



- *Pearl Harbor Child: A Child’s View of Pearl Harbor from Attack to Peace*  
Author: Dorinda Makanao-nalani Nicholson
- *Pearl Harbor: Day of Infamy an Illustrated history*  
Authors: Dan Van Der Vat and John McCain

*Fact and Reference Book*  
Author: Terence McComas

- *Pearl Harbor Ghosts: Legacy of December 7, 1941*  
Author: Thurston Clarke
- *Pearl Harbor: Movie and Moment*  
Authors: Jerry Bruckheimer and Antonia Felix
- *Red Sun*  
Authors: Richard Ziegler and Pattrick M. Patterson
- *We Remember Pearl Harbor: Civilian Side of Pearl Harbor Story*  
Author: Lawrence R. Redriggs

Movies

Day they Bombed Pearl Harbor

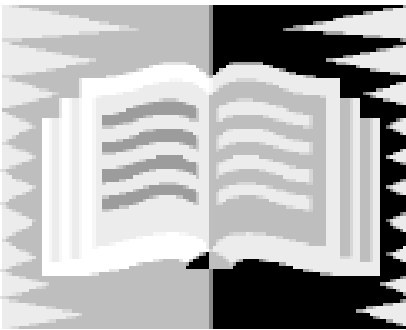
December 7, 1941, Pearl Harbor Story

The History Channel presents “Pearl Harbor”

National Geographic’s “Beyond the Movie: Pearl Harbor”

Pearl Harbor: 50 Years After

Pearl Harbor: December 7, 1941

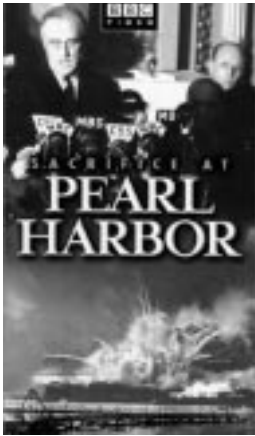


Commemorative Edition

Pearl Harbor: Legacy of the Attack

Pearl Harbor: USS Utah and USS Arizona Revisited

Sacrifice at Pearl Harbor



Tora, Tora, Tora

Untold Stories of World War II





Official U.S.M.C. Photo

An aerial view of the U.S. Naval Air Station, Kaneohe Bay, Oahu, Territory of Hawaii. The photograph shows some of the damage caused by the Dec. 7, 1941, surprise attack.

# What really happened at NAS Kaneohe Bay?

Cpl. Roman Yurek  
Lifestyles Editor

The attack of Oahu on Dec. 7, 1941, left many with questions at that time about how the Japanese broke through our defenses to execute the largest and most devastating attacks on American soil by a foreign military force.

Today, 60 years after the first Japanese Zero aircraft flew over this Hawaiian island, many people still dispute what really happened.

These discussions are not only about the attack itself, but question the actions taken after the “Day of Infamy” to avoid a repeat disaster.

There was much more to the Japanese attack than Pearl Harbor. In fact, one of the largest disputes involves MCB Hawaii, Kaneohe Bay, then Naval Air Station, Kaneohe Bay.

Some history books and witnesses argue that K-Bay was attacked after Pearl Harbor, while others say it was the second U.S. installation hit in the attacks.

Near K-Bay’s Armed Services YMCA a stone marker notes the impact location of a down Japanese aircraft. With this marker emerges the argument of whether Lt. Fusata Ida’s aircraft was the first plane shot down during the attack.

## MYTHS & LEGENDS

After the attack, several guns from the sunken ships in Pearl Harbor were placed in defensive positions around the island. But, arguments exist on whether or not these large guns were ever fired.

The myths regarding the attack on Mokapu Peninsula may exist for decades. Here are some facts that might clear up some of the myths behind K-Bay’s involvement in the “Day of Infamy:”

### Time of the Attack

Out at sea, Japanese pilots waited for the command to take off.

As the planes launched out over the Pacific Ocean, their mission was well planned as the attackers knew where to go and

what to hit.

Though Pearl Harbor was the largest target of the attack, it was not the first installation hit by the Japanese aircraft.

As the planes flew over Oahu’s mountain ranges, they first assaulted Wheeler Army Airfield and pounded the base with bombs and machinegun fire.

After a successful hit, this section of the first wave split in two. One half continued on to conduct the infamous attack on Pearl Harbor, with the other half headed toward the Mokapu Peninsula.

Led by Iida, a pilot with the Imperial Japanese Navy, the group of planes that targeted NAS K-Bay was not undetected.

Air Station Kahuku Opaua Radar site was one of many military stations testing what was

then a new piece of equipment — radar.

As the planes approached, the soldiers saw them on the radar screen. They took time to confirm that what they saw was a group of planes and not a mechanical glitch.

After realizing that this was a formation of inbound unidentified aircraft, a call was made to the station officer of the day, Army Lt. Kermit Tyler.

He confirmed the formation to be a group of B-17 bombers flying from California to Hickam Air Force Base, due to land at 8 a.m.

The formation was seen by several radar stations, but all were told the same story: bombers were coming in to land at Hickam. So the Japanese aircraft were overlooked.

Between 7:45 and 7:50 a.m.,

Iida’s plane nosed up over North Beach and opened fire.

Many of the aircraft on the station were destroyed and personnel were killed or wounded.

It was a Sunday morning in paradise. Many of the people on base had just rolled out of bed as low-flying enemy aircraft began to shoot and bomb NAS Kaneohe Bay.

Hangars were shot up and destroyed in this attack as well.

The Japanese were able to hit NAS Kaneohe Bay minutes before the planes bound for Pearl Harbor arrived at Battleship Row.

### The First Downed Plane

Proof shows that NAS Kaneohe Bay was attacked before Pearl Harbor, but Iida plays another significant role in the myths behind the attack.

As his wave of planes dropped their final ordnance, Iida had taken too many hits from defending Marines and Sailors. His plane was leaking fuel and going down.

He signaled to his fellow pilots to leave and that he was going to stay and aim his damaged plane to a target on the ground.

His plane hit the side of Kansas Tower hill, site of Baker Tower, instead. Though Iida was

See MYTHS, B-9





Official U.S.M.C. Photo

**A mass of tangled metal is all that remains of a Navy PBV aircraft at NAS Kaneohe Bay, Territory of Hawaii, following the Dec. 7, 1941, Japanese air attack.**

**WARRIORS, From B-6**

Nimitz for his actions. Peterson received the Navy Cross. At about 8:45 a.m., nine horizontal bombers appeared from the carrier

Shokaku and dropped 18 bombs on the hangar and sea plane ramp areas. Three, 500-pound bombs hit the southeast corner of Hangar One, destroying most of VP-12's records and office equipment.

**LANDMARKS, From B-4**

long-range reconnaissance patrol planes — in 1941. Five concrete ramps had led the flying boats from the parking area into the bay. Today, you can put your hands in the bullet strafings outside Hangar 101, where the bombs left their scars. Nearing the end of your journey, Bldg. 216, now the commanding general's building, is said to have served as a hospital or infirmary during WWII. Across from it and adjacent the base flagpole now stands the Kaneohe Klipper Monument. The Kaneohe Klippers Association dedicated the monument in December 1981. The monument lists the names of those lost in the attack on NAS K-Bay.

The monument is perhaps a befitting place to end this trek as you began. However, as you depart toward your destination, allow the thoughts of your travels to sink in. The expedition was but a mere moment out of your typical day. Yet, many of the landmarks you visited contain a lifetime of memories for the many who lived its history.



Official U.S.M.C. Photo

**Bullet-ridden cars sit in front of a burning airplane hangar at NAS Kaneohe Bay, Territory of Hawaii, after the Dec. 7, 1941 attack.**

The largest number of casualties occurred at this location. I was an ambulatory patient in the dispensary, which is now building 216, and walking down an aisle when I heard machinegun fire from towards the entrance to Kaneohe Bay. Looking out the window, I saw a plane bearing a large red circle on the fuselage. It seemed to be firing at targets on our airstrip. Then, the rest of the fighters appeared and laid waste to our base. Shortly thereafter, the wounded began arriving at sickbay. I was put to work moving wounded and bodies to the morgue. During the second strafing attack, I noticed

six patients standing out in the open, wearing white gowns, watching the attack. As I went out the rear ward door, I saw a Zero zooming in on the sickbay from the sea. I ran out, and I herded the patients toward the sickbay. As I closed the door behind us, I heard the machinegun bullets hit the concrete overhead and the full length of the yard. After the bombers left, the second, three-section flight of Zero fighters from the carrier Soryu, led by Lt. Fusata Iida, attacked the base and completed their destruction of Kaneohe. By this time, several

machinegun pits had been erected, and a more concentrated fire was directed at the Japanese. Lieutenant Junior Grade Iyoza Fujia, leader of the second section, said that Lt. Iida's plane had been hit at the fuel tanks, and he could not return to the carrier. He said that Lt. Iida motioned that he was going to crash his plane into a target. He came close, but missed the bachelor officer quarters by a couple hundred yards. The other two pilots in his section also failed to return to their ship, Petty Officer 1st Class Shun-Ichi Atsumi and Petty Officer 2nd

Class Saburo Ishi. Casualties for the 2,000-plus personnel on the base were not severe. Eighteen service personnel and one civilian employee were killed. The men were buried with full military honors. One sad point to remark on is the fact that only three medals were given out amongst all Kaneohe personnel: one Medal of Honor, one Navy Cross and one Distinguished Flying Cross. Martin was asked about the oversight when he returned to Kaneohe, some years later, and remarked that all his men were heroes in his eyes.

**MYTHS, From B-8**

the highest-ranking Japanese officer killed in this attack, no proof exists on whether or not his was the first plane shot down on Oahu.

**Firing the Big Guns**

After the attack on Oahu, military leaders realized that the island was not prepared for an attack. This problem was rectified before it could happen again. Guns taken from the sunken ships in Pearl Harbor and placed around the island to protect the shores from future attacks. Three 16-inch guns were placed on Battery Pennsylvania, atop Ulupa'u Crater. The question regarding the guns at Battery Penn. remains: were those guns ever fired?

In 1980, Marine Corps Air Station Kaneohe Bay received a letter from Mel Yoshinaga who wrote about the accounts of Emil Kudzia, a retired Army ordnance specialist. Kudzia was involved in the retrieval of the guns on the sunken ships and the emplacement of the guns at the numerous shore batteries. Yoshinaga's letter alleged that the bearings on the guns were rusted, and due to the rust from being under water, the guns could not revolve. The letter also argued, there was insufficient recoil for the guns to fire without damaging the gun mounts. Near Ewa, 12- and 14-inch guns were fired. This confirmed Yoshinaga's statement by cracking the concrete mounts. If the 16-inch guns were fired, the force of the gun

could have injured personnel and cracked the crater. Before any repairs or modifications were made to the guns and the mounts, World War II was over. These three accounts are based on historical records, but there are people who will still dispute them. In truth, it doesn't matter if K-Bay was hit before or after Pearl Harbor, if Iida was the first downed pilot, or if Battery Penn. ever fired its guns. All that matters is that on Dec. 7, 1941, the Japanese launched a major surprise attack on America. Our Pacific forces were caught off guard and many civilians and servicemembers lost their lives. That lesson learned is why Hawaii Marines and Sailors train daily to prepare for tomorrow's battles, here or abroad.